



Sans Unkles
UNKLES

From page one
after giving the go-ahead for the money, which would have involved 80 per cent equity participation, the SDA pulled out and decided that it would rather help reorganise the company under a receiver.
At least £1m, would be needed to buy the assets of the company, which had a turnover last year of £3m. Mr. Osbourne added that he hoped suppliers would still continue with the firm while the future is decided.
Twice winner of the Queen's Award for Exports in 1974 and 1975, W. S. Unkles was a fast-moving firm in the fish business. Troubles first started to build up with the bad herring season last year, which meant that supplies were seriously cut-back.
A new factory put up in conjunction with Fingoscaudia UK at Bellshill, Glasgow, early last year had to be closed in December because there was not enough herring available.
*See column five

MARR'S 'PAIR' TOPS £60,000

J. MARR AND SON'S pair-fishing stern trawlers *Navena* and *Armana* returned from the north of Scotland grounds last week with a catch which sold for a combined grossing of £60,214.

Armana, with Skipper Victor Buschini in command, contributed 1,248 kits, including more than 350 of cod, 40 of haddock and 680 of coley, which sold for £28,155.

Navena, with Skipper Bernard Birley, made £32,060 from 1,461 kits, which included 350 of cod, 15 of haddock and more than 700 of coley.

It was a bold move by Marr to send these smaller stern trawlers pair fishing and the grossing after 17 days at sea gives real food for thought.

Fleetwood market had to adapt to handling big supplies of bulk varieties. Wyre Conqueror, a side trawler, was able to unload

more than 250 kits of coley on the same day as the pair fishers and yet still make £16,586 from 614 kits.

Talking about the pair fishers' performance, Jim Cross, Fleetwood manager for J. Marr, said: "We are very pleased. There are one or two snags but, obviously, things are coming together. The good trips co-incided with a good market and there is no substitute for that."

Another big performance came from the 53 ft. wooden

vessel *Girl Doris*. Skipper Jack Delroy brought her back from the North Channel with 109 kits, including 18 of hake and 40 of roker, to make £3,971.

On the same day *Andrew Wilson* (Skipper Fred Thompson) maintained her reputation for top quality when she landed 394 kits, including 35 of hake, 70 of cod, 65 of haddock, 60 of coley and 40 of dogs for £10,650.

Also landing was the former Aberdeen vessel

Mackerel move on

THE CORNISH mackerel season is showing signs of drawing to a close, according to local fishermen.

The fish have moved further west again and the best fishing last week was in the Lizard area. Earlier in the week large fish were caught in the Manacles and Cornard areas, but they turned to smaller after two days.

There were large shoals in the Falmouth Bay area but these fish were found to be mainly 'minis'.

On Sunday there was very heavy fishing close inshore of the Manacles and these were large fish.

Last week the large fish were being caught between 15 fathoms and the bottom, with a few lucky crews finding the odd mark of large fish higher in the water.

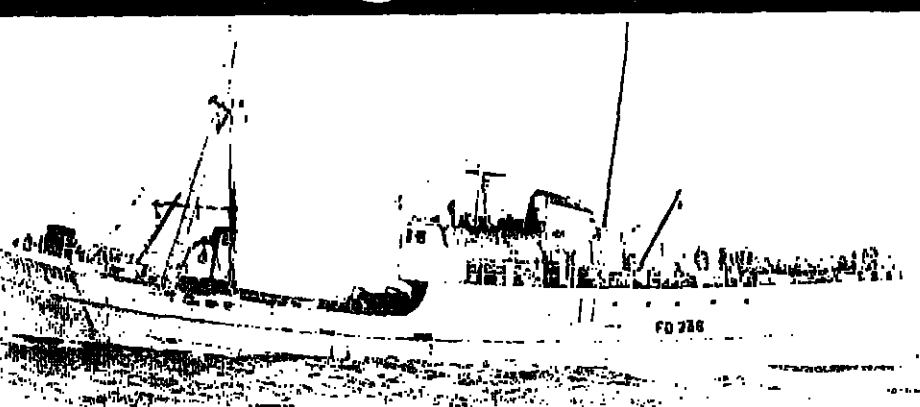
The fishing off the Manacles was heavy for line boats, while Skipper Clinton Powell's Ocean Crest netted heavy landing.

Many boats think that the increasing amount of smalls and the westward drift, are signs of the season coming to an end.

The skipper of a 30 ft. line boat told *Fishing News* that he usually takes his last decent catch of the season in the week, based on his record over five years.

His earnings over the last three years are also very interesting: the 74/75 season grossed £7,000; 75/76, £4,000; and this season, £3,000 — a sure sign of the boom passing.

Zonia goes north



The Fleetwood trawler *Zonia* is going back fishing again — but from a Scottish port. She has been sold by J. Marr and Son Ltd. to Boyd Line of Hull which will work her from Granton. She will have a Scottish skipper and crew who will box her catches at sea. The side-fisher will be a very welcome addition to the Granton fleet which took a knock when British United Trawlers pulled out. She is expected to be renamed *Arctic Brigand*.

French boat rams rocks—crew lost

AN OFFICER from the Royal Navy Air Station Culdrose risked his life on Sunday in a bid to rescue the crew of the shipwrecked French trawler *Enfant de Bretagne*.

She foundered on treacherous rocks about two miles east of the Bishop Rock lighthouse during the early morning darkness, and all five crew are believed dead.

Two of the bodies were recovered and airlifted to Culdrose. The pilot of the first helicopter on the scene, Lt. Cdr. Perry Loughran, saw the trawler jammed in the rocks.

The Isles of Scilly lifeboat went out, but was unable to get in among the rocks because of the dangerous swell. Lt. Cdr. Loughran's observer, Lt. Gordon Wright, was lowered into the sea where one man was seen floating in a life-jacket. The area was strewn with wooden wreckage.

The floating man was found to be about 1 ft. under the water, his life-jacket suspended above him.

Lt. Wright had great difficulty with the heavy swell, and was at times 2 ft. under water and, at others, 6 ft. above the waves. "The water kept hammering my face," he said.

"I was hit by wreckage and I was frightened on one occasion because the rocks were close. The tallest one near me was about 25 ft. high, but the highest in the area must have been 45 ft."

The fishermen's boat fell out of the helicopter stop on the first attempt to lift him. Lt. Wright, last being exhausted, made a second desperate attempt — and was successful.

A second body was recovered by the Scilly lifeboat.

The 50-ton fishing boat was grounded in clear weather. By light on Bishop Rock is visible for 18 miles. A Culdrose spokesman said the sea was relatively calm. "The discipline 'no sense whatsoever' to him."

Vital to save seafood firm

A SUCCESSFUL rescue operation for the Glasgow-based firm W.S. Unkles (Seafood) is vital.

This was stated by the chief executive of the Scottish Fishermen's Organisation, Jim Lovie, after visiting the plant — now in the hands of the receiver — this week.

Mr. Lovie also met Gregor Mackenzie, Minister of State at the Scottish Office, to discuss the crisis.

The Minister made it clear that any rescue plan for the firm would have to show that the new company would be viable and ensure security for employees.

The Minister appreciated that there may be hundreds of jobs at stake, said Mr. Lovie.

Lovie, who was trying to see if there is anything he can do.

He added: "I hope the Government bears in mind that a lot of export which would benefit 'our' balance of payments."

Lewie Robertson, chief executive of the Scottish Development Agency, reported to have issued a statement refuting any claim that the BDA was "back on its word" regarding assurances on the firm's financial aid for the firm.

The plight of the firm is causing particular concern among the fishing community.

In May 1971 the five crewmen were jailed.

HERRING BOOM STARTS TO FADE

ALTHOUGH herring boats continue to make good catches around Shetland, the boom which marked the beginning of the year is starting to fade.

Scottish boats coming north to fish have been pushing prices down at Fraserburgh and other mainland ports.

By Wednesday last week 9,000 units had been landed at Fraserburgh since the previous weekend, and prices were down to £17/19 a unit, making it barely worthwhile for Shetland boats to trip south.

Agreeing, Skipper Crawford

'Criminal' fishing by the Danes

"A CRIME against man" is how one skipper described Danish industrial fishing in the North Sea. He and other leading skippers from the English and Welsh coasts gave evidence last week to the Trade and Industry Sub-committee of the Commons investigating the fishing industry.

The speaker was George Crawford of North Shields. He was replying to Hamish Watt, Scottish National Party MP for Banff, a member of the committee, who asked whether putting a stop to Danish industrial fishing would result in sufficient mature fish being available.

Agreeing, Skipper Crawford said that the Danes had increased their fishing effort, and that all was going for fish meal.

Frank Hooley (Sheffield, Heeley, Lab) said that the Danes must be aware that they were destroying the stocks on which their own future also depended.

This time, Skipper Crawford disagreed: "They never seem to look towards tomorrow. Your argument is

logic, but we believe they are destroying the goose and wiping themselves out."

The fear that the disastrous events in the North Sea might be repeated in the Channel was expressed by Leslie Cunningham of Brixham, Devon, secretary of the South-West Fishermen's Association and of the SW Producers' Organisation.

He pointed out the large Danish Government investment in the factories there and said that the Danish catch of a million tonnes for meat was about the same in quantity as the British catch for human consumption.

"We have not really had the Danes in the West-

country. That is why we have a fairly healthy stock but we are worried that, with the North Sea depleted, the Danes will come down fishing for meal and then we shall lose our stocks."

Mr. Cunningham said that he had been fishing before the war and recalled that after the six years' enforced rest then, stocks were so good that a trawler could take in an hour what the best boat with modern devices spent all day catching now.

Mr. Watt asked whether Brussels EEC officials had sufficient know-how to draw up a workable fisheries policy. Mr. Cunningham replied that he did not think so, and that there was not enough liaison between them and the fishermen, or between national governments and fishermen.

Skipper Crawford thought that the British Ministry of Agriculture and Fisheries, led

by John Silkin, was trying to keep its collective finger on the industry's pulse.

"I am not trying to hand over backward to compliment the Government, but the present Minister is the finest we have ever had. The Ministry is fighting like hell for us while the Foreign Office is busy doing deals with the Russians."

Watch on poachers

MUDEFORD fishermen have been told that naval ships from Portsmouth are on surveillance of the fishery protection in the Muddeford area of the south coast.

The Aldeford fishermen had asked the Minister of Agriculture, Fisheries and Food for naval protection as they allege foreign trawlers come close inshore at night off the port.

Muddeford fishermen say the foreign boats trawl using illegal gear on nursery beds.

COMMENT

WITH THE focus of protecting our fish stocks centred on the operations of East European fleets the situation in Cornwall, where our own fleet is the main offender, seems to be going unnoticed. This week, the first of a long queue of British fishermen will hear charges against them in Cornish courts of fishing inside the three-mile limit.

When it is realised that the main source of protection is a small patrol boat operated by the Cornwall Sea Fisheries Committee, it is not difficult to imagine how many are getting away with it.

As far as the local community is concerned, the mackerel situation in the south-west is now completely out-of-hand.

After their futile meetings in London last year, the Ministry and the Producer Organisations seem to have washed their hands of any responsibility for what is happening to one of Britain's major fish stocks. Over the coming summer months the problem will disappear as the shoals move away but, come next year, the pressure on mackerel will be even heavier as the British fleet finds itself more restricted on other stocks.

In desperation, two Cornish liberal MPs, David Penhaligon and John Pardoe, have been forced to write to the EEC Commissioner, Finn Gundelach, appealing for protection for the local fleet from large vessels. With the stock in danger and a consequent depression of market prices, it is suggested that the EEC should impose a 12-mile limit reserved for small vessels.

What a sad reflection it is on the British fishing industry and the Government, that MPs should be forced to appeal to the EEC to solve what is really a domestic problem.

How they must be laughing in Brussels when a country like Britain, which is so critical of the way other member fleets operate, cannot control its own fishermen.

fishing news

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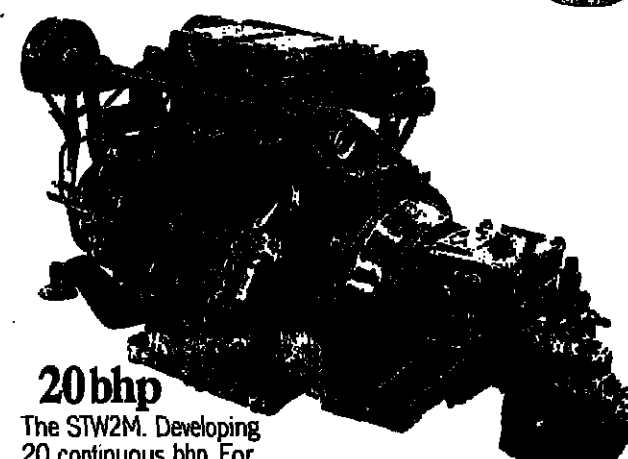
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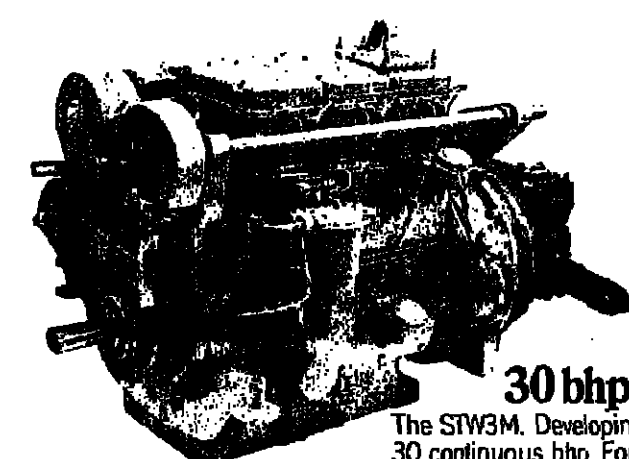
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Piracy skipper dies

ABERDEEN skipper Colin Cordner (61), the main prosecution witness in the *Mary Craig* piracy trial five years ago, has died in Aberdeen Royal Infirmary.

The piracy case was the first in Scotland for about 150 years.

Skipper Cordner was put ashore from the trawler *Mary Craig* with the mate and three other crewmen at Peterhead after five other crewmembers took the vessel over in October 1970.

In May 1971 the five crewmen were jailed.

piracy. Their appeals were rejected by three judges in the Court of Criminal Appeal at Edinburgh later that year.

Skipper Cordner's last command was the trawler *Wilron Wood*. He left fishing in 1974 and became mate and relief skipper on oil rig supply boats.

His son, Alan (20), is a crew member of the stern trawler *Clarkwood* which landed at Hull on Tuesday.

Skipper Cordner is survived by his wife, and son and

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Confusion over landings of round haddock

THE PROPOSED restrictions on landings of ungutted haddock has produced some discord among organisations representing fishermen in Scotland.

Talking to *Fishing News* this week, Skipper Willie Hay, a director of the Scottish Fishermen's Federation and the Scottish Fishermen's Organisation, said that confusion had surrounded proposals made at a meeting with DAFF in Edinburgh, on February 4.

"The SFF after discussion with its chief-executive, David Atchison, and other directors proposed a limit of 25 per cent of the total haddock catch landed as ungutted for vessels over 55ft., with a 50 per cent restriction for vessels under that length. "The chairman and chief executive of the SFO, Jim Lovie, proposed, unilaterally, that there should be a 50 box per landing restriction of 200-250 boxes per week from the North Sea.

"The department insisted that the restriction should be much more severe and proposed a figure of 10 cwt. per landing."

"The SFF, ASFO and the North West Trawlers

Association eventually agreed, reluctantly, to a figure of 15 boxes per landing.

"Only the SFO through Jim Lovie insisted that a catch restriction was preferable."

Willie Hay continued: "I personally feel that a catch restriction at this time is not the answer and I will give my reasons at the meeting of the SFO in Banff this Saturday."

It has always been the aim of the SFO to present a united front, but they were unable to support plans proposed at the Edinburgh meeting for a 10 cwt. restriction, explained Mr. Lovie in a letter to his members.

Mr. Lovie stated that plans to cut back landings did not "seem likely" to achieve the expected reduction in catches."

Mr. Lovie maintained that vessels under 40 ft. should be made a special case.

The restrictions would apply to the west coast as well as the North Sea, despite the fact that boats fishing the west coast were not catching North Sea quotas. "It seems to me that it has fallen on the Scottish inshore fleet to reduce landings while the deepsea section are to be allowed to carry on as they have, because they land rounders," said Mr. Lovie.

Criticisms of DoT are not valid

SIR, It would be tedious of me to write to you every time I felt it necessary to rebut criticisms in your columns of the way in which the Fishing Vessels (Safety Provisions) Rules 1976 are being applied to existing fishing vessels as they come under DoT survey, but there are times when I find it difficult to refrain.

One such occasion arises from your issue of January 28, 1977, in which you report Fleetwood's loss of one of its most successful near-water vessels with the sale to Canada of *David Wilson*. Considerable prominence to the views of the owner about "frustrations caused by the Department of Trade stability rules" are given. I would like to make the following points for the benefit of your readers:

(a) Early in 1976 the owner voluntarily undertook to obtain the stability characteristics of his vessel and sought Governmental assistance towards the cost. We agreed that remedial measures to ensure compliance with IMCO criteria should be investigated.

(b) The so-called new criteria which are being criticised were recommended to the industry as long ago as March 1969. The criteria, which were set on a minimum basis, have been endorsed by the Holland-Martin Report and by industry. Furthermore, they have been used by a Court of Formal Investigation as a yardstick. It is reasonable, therefore, that the Department should aim to achieve these minimum standards which, not surprisingly, have been written into the 1976 Rules.

(c) If in an attempt to improve the vessel's stability, the

LETTERS

owner took a series of measures separately, it would not be reasonable to describe each measure taken subsequent to the first as being an additional requirement of the Department, since the basic objective remained unchanged. (d) In addition to the stability exercise, the Department during the past year has also

inspected safety equipment, the carriage of which has been a statutory requirement for over 10 years.

It is difficult, in these circumstances, to see the validity of any argument which might imply that the 1976 regulations were being onerously applied. M. J. Service, Head of Branch 2, Marine Division, Department of Trade, Savoy Hill House, Strand, London WC2X 0BX.

THREE-MILE BAN OR COBLES WILL JUST DISAPPEAR

SIR, The Scarborough Coblmen's Association would like to take the opportunity of pointing out that Tom "Dank" Mainprize, chairman of The Scarborough Inshore Fishermen's Society, does not represent the coblmen.

The chairman of The Coblmen's Association is Ben Colling and, at the moment, we are pressing the Government and the North Eastern Sea Fisheries Committee for a three-mile limit where there would be a ban on all boats trawling.

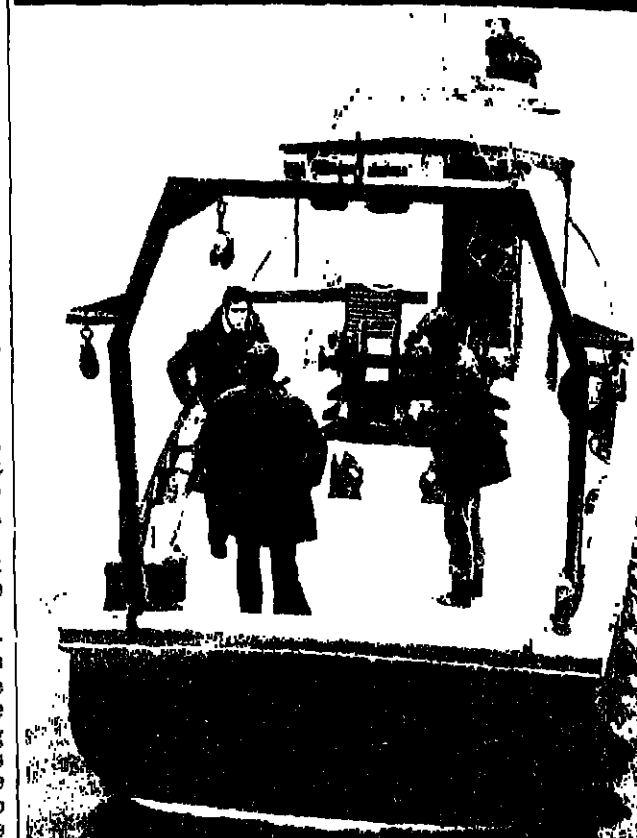
This is not just a local

problem, it is the same all round the coast.

If this limit is not imposed in order to conserve what small area coble boats can work in, and also to conserve shellfish and fish stocks, the days of the coblmen are over and a way of life and a type of fishing that has been in existence for hundreds of years is finished.

S. Ogden, Secretary, Scarborough Coblmen's Association, St. John's Road, Scarborough, North Yorkshire.

SWAN DANCER SAILS IN



The Thompson brothers, David and Peter (left), aboard *Swan Dancer* before she sailed.

SWAN DANCER, the 32ft. stern trawler displayed at the London Boat Show in January, arrived at her base of St. Mary's, Isles of Scilly, on Tuesday last week.

The Thompson brothers, David and Peter, had collected the *Cygnus Marine* GM32 craft that afternoon and made the trip from Falmouth, Cornwall, punching the tide in some nine hours.

"There were big swells and thick fog from the Lizard," Peter Thompson told *Fishing News*. "We would not have sailed our old boat, a 36ft. Admiralty craft, until the weather had changed, he said. But we only took one lot of spray on the foredeck all the way."

David is skippering *Swan Dancer* and will mainly work the GRP boat single-handed, although another brother, Roger, will sail with the craft. The boat will stern trawl all round the Scilly islands working up to about two miles offshore.

The main catch is plaice, with a fair amount of ray (skate) and a selection of other species.

Swan Dancer has arrived just in time for the main three-month season—February, March and April—when most of the catches are sold on the mainland. During the rest of the year, fish will be sold locally by brother Peter to visitors, etc. He also works as a boatman.

The brothers have, up to now, operated the only local boat concentrating on white fish, as shellfish is the island's main catch.

However, a few local craft may start white fishing and the family's old boat, *Shiralee*, is expected to continue trawling with white fishing.

Swan Dancer is powered by a 60hp Gardner diesel of 84 hp and has a small 10-ton gear which hauls

'NUT' LOOSE

A MANIAC is at work at North Shields fish quay where several lorry drivers have reported finding the wheel nuts on their vehicles loose.

Police are urging all lorry drivers using the fish quay to check their vehicles before leaving.

"Not only drivers, but the general public face considerable danger," said a spokesman for the police.

Customs catch up on duty-free run

SOME NORWEGIAN fishermen are likely to be more modest in their purchases now that the Norwegian customs have discovered that they are not paying duty on large quantities of freezers, colour television sets and other items bought in Lerwick, Shetland.

Buying was particularly heavy before Christmas, but H.M. Customs and Excise was not in a festive mood and sorely sent their colleagues in Norway a list of 62 vessels which had sailed for their home ports cabins stacked with domestic appliances.

The Norwegian customs believe that probably there are a great many more fishing

boats which have turned in a dishonest penny in this way. This suspicion has been confirmed since many fishermen, not on the list supplied by the British authorities, have volunteered to pay duty on goods which they had "forgotten" to declare.

The Norwegian customs and police are investigating the matter to determine the scale of the trade and how long it has been going on.

Apparently, the buying has been chiefly from one shop in Lerwick and, according to a Norwegian news agency report, payment has been made into a bank account in Oslo.

It is believed that the goods have been bought mostly for the men's own use.



Spratters *Helene* Gertsen and *Arcona* Champion sheltering from the weather.

WEATHER SLOWS SPRATTERS

ANOTHER good week of sprat fishing in the Flamborough Head area off the Yorkshire coast was ended on February 10 by gale-force winds.

Fourteen Grimsby vessels landed capacity catches at their home port with *Melissa Louise* (Skipper Mike Clarke), *Dover Star* (Skipper

Chris Jensen), *Glenda* (Skipper Francois Wintain) and *Helene Gertsen* (Skipper Jorgen Gertsen) all managing double landings. With daily landings restricted to approximately 100 tonnes, there were no very long delays in unloading, although several vessels waited up to 36 hours before

they cleared the landing jetty.

Some skippers said the shoals were beginning to disperse and there were the first signs that the season could be drawing to a close.

With adverse weather forecasts, most of the fleet waited in port for the winds to fair away.

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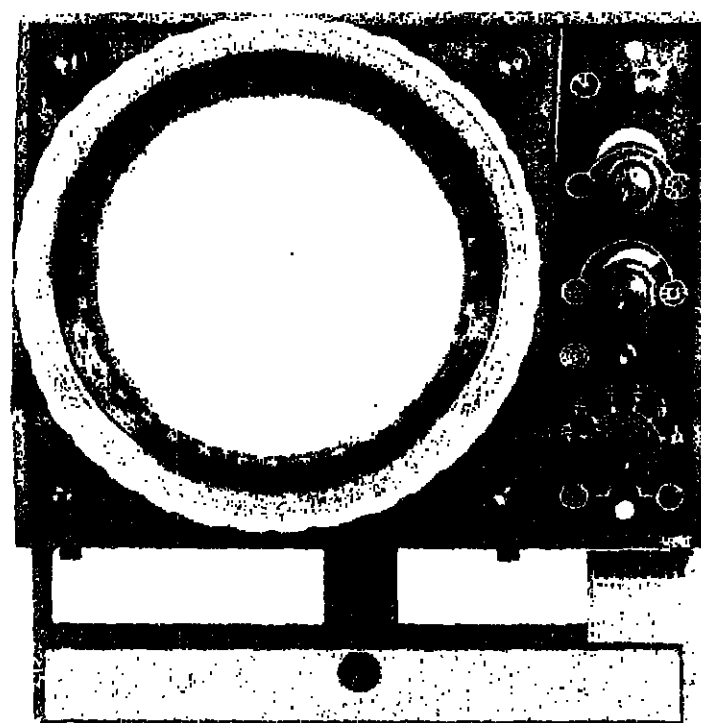
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Greenland reds bring in top prices

FLEETWOOD'S distant water trawlers returning from the east Greenland grounds last week made good grossings, considering the conditions, thanks mainly to the top prices paid for redfish — a variety in little demand previously.

J. Marr and Son Ltd.'s larger Fleetwood stern trawlers have all been forced to work this area because of quota restrictions and they found it far from easy.

Skipper Bill Reader who commands *Luneda* — the first vessel to return from the area last week — said: "Conditions were to say the least far from comfortable. Out of eight days down there, three were lost through the weather and that weather, even for Greenland, was abnormal. The crew has been splendid. They have really earned their money."

"Ice and freezing fog have been the main problems. There have been icebergs and pack ice and no place to find shelter. You can't get within 60 or 80 miles of the coast for ice. I have never seen anything like it."

"The crew was turned to time and time again to chop

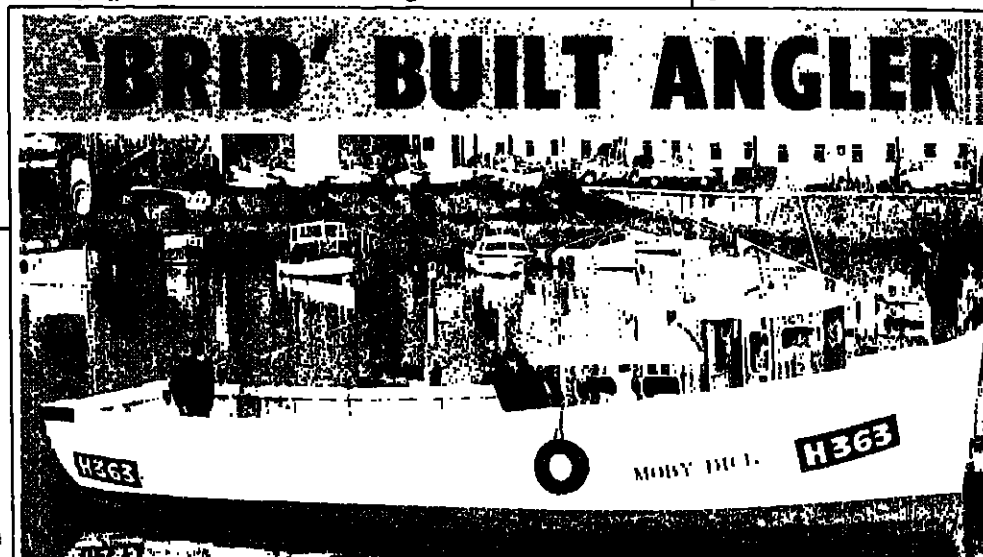
away ice. The fish was there to make a trip, but the below-zero conditions cut back fishing time."

As it was, *Luneda* was able to catch 660 of reds in the area and, after augmenting her total with some middle-water fishing, landed 1,201 kits, also including more than 500 of cod, for a grossing of £30,936.

Although the stern trawlers *Jacinta* and *Gavina*, which landed on the following day to *Luneda*, did not fare as well, their redfish prices were encouraging.

Gavina (Skipper Charlie Scott) landed 876 kits, including more than 350 of cod and 300 of reds, for a grossing of £22,578. *Jacinta* (Skipper Gordon Wignall) made £27,078 from 1,014 kits, including 550 of cod and 300 of reds.

It was left, however, to the small stern trawler *Boston Stirling* to steal the distant-water limelight with a White Sea catch. She returned with 1,546 kits, including 1,350 of cod and 200 of haddock, to make £40,005. Skipper Bill Bridge was in command.



Moby Dick — built for a Bridlington skipper to take out wreck fishing parties.

A BRIDLINGTON man has designed and built the largest vessel to be launched at the port since the last war.

The 40ft. fishing boat, *Moby Dick* has taken nine months to build single-handed on a local industrial estate. Paul McKie, who completed *Moby Dick*, had previously concentrated on boat repairs.

The £30,000 boat, the first of her kind for Bridlington, was ordered by Art Newby, a Bridlington skipper, who plans to use her for wreck fishing trips for line fishermen.

Until recently Mr. Newby

operated two cobbles, but he sold one while *Moby Dick* was being built.

He said: "The boat has a 13ft. beam — much wider than a normal cobbler. I intend to enter for parties going wreck fishing throughout the year."

He said the vessel could also be used for commercial fishing.

Mr. McKie has equipped the boat with radar, VHF radio telephone, echo sounder and a 6ft. long cabin behind the compact wheelhouse.

The vessel, with a Perkins 120hp engine, a 120 gallon fuel tank, electric hauler and hydraulic steering, is capable of 9½ knots.

DELAY ENDS

AFTER a four-year delay development is to begin at Rossaveal, County Galway, on Ireland's west coast.

Designated a major fishery harbour by the Government in 1973, the only work undertaken was the building of a 400-ft. pier, just 4ft. in width.

Approach roads and other services are lacking and, despite protests by fishermen — for whom the port meant a saving of about four to five hours on steaming into Galway — there has been a long delay in starting more work.

Now Bord Iascaigh Khara advertised for contractors to build an ice-making plant. Planning permission for the building is being sought and it is intended for completion by late summer.

There is also to be development work on a 4,000 sq. yd. area adjoining the new pier, which will be protected by a stern wall, to accommodate ancillary fishing operations.

Director elected

MALCOLM Smalley, of fish merchants Robert Smalley Ltd., was elected to the board of the Grimsby Fish Merchants' Association Ltd. at its annual general meeting on February 8.

Mr. Smalley replaces Mr. D. D. Lambard who recently tendered his resignation.

The three directors retiring by rotation, namely Mr. J. B. Atkinson, Mr. F. D. Croft and the chairman, George Coulbeck, offered themselves for re-election and were successfully returned.

SMALL & Co's former Grimsby side trawler *Priscillian* is to be renamed. Application has been made for the 283-ton Selly-built vessel, previously in the Sir Thomas Robinson fleet, to be named *Suffolk Craftsman*. This name was formerly carried by Puttford's 202-ton *Winkley* before her sale by Small & Co.

Kinkless nylon anchor cables

MARLOW Ropes Ltd., a member of the Hawkins and Tipson Group, has conceived an idea for a new type of anchor cable — a type which I think has much to commend it.

The idea is that, instead of splicing three strand rope round a thimble and shackling the eye thus made to a length of chain shackled to the anchor, you splice the company's eight-strand multi-plied nylon rope to the chain and so eliminate a fastening likely to obstruct free passage of the cable through bow fairlead or hawsepipe.

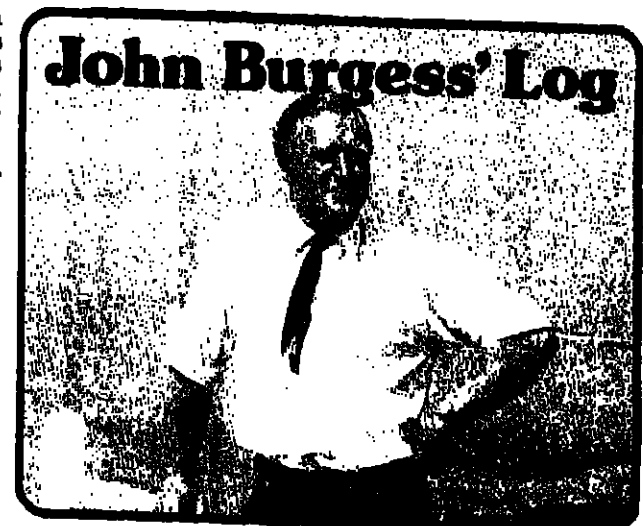
An anchor cable made in this way has some notable advantages. On the many occasions when you have to shift berth or get underway without delay, you can heave away on winch or windlass until the anchor is close up to the forefoot and do not have to interrupt proceedings to lift shackle and thimble in over the fairlead.

Multi-plied nylon possesses all the advantages of any nylon rope for anchoring purposes — and then more. On account of its form of construction it will stretch further before it breaks.

In addition, it grips well on winch and windlass barrels or in sheaves of hydraulic haulers. Size for size, it is as strong as three strand nylon rope. And, for good measure, it is a delight to handle and does not kink.

You might be deterred, as I was at first, from acquiring some of it for use as a cable on account of doubts about your ability to splice it to chain. If that should be the case, cast them to the winds.

If you get a copy of the *Marlow Guide to Knots and Splices* (obtainable free from the company if you send an SAE), illustrations and clear instructions in it make the job as simple and straightforward



as splicing three strand rope round a thimble.

You may be tempted to serve the splice to protect parted strands from abrasion. But I am not so sure that this would be a good idea.

You might be in constant doubt about what precisely was going on underneath the serving or it might be a case of 'out of sight, out of mind' and the splice would not be inspected at all.

I think that, since it is so easy to tuck in a new splice if strands become worn, it would probably be best to leave it unserved and to inspect it regularly.

Multi-plied ropes are made in sizes from 10mm diameter upwards in nylon and in various sizes in other materials.

Details of materials, sizes available, breaking strengths, prices etc. for fishing and shipping applications are obtainable from Tough Ropes Ltd., Greenock, Scotland, or Hawkins and Tipson Ropemakers Ltd., Thamesmead, Erith, Kent; for yachting applications, from Marlow Ropes Ltd., Hailsham, Sussex.

Dealing with noxious fumes

"MOST fishermen are familiar with the fumes created as a result of sealing polypropylene rope. Can these fumes be a danger to health?"

"If so, what precautions should be taken to avoid risk and why on earth are these dangers not publicised when the rope is sold?"

If you were to seal many PP rope ends in a confined space from which fumes could not escape, you might asphyxiate yourself in the same way as in any smoke-filled compartment. They could, therefore, be held to constitute a danger to health.

Precautions to be taken to avoid risk obviously include taking action to disperse fumes before they become any kind of a menace by sealing rope ends only in a well ventilated compartment.

I don't think small quantities of smoke from burning synthetic rope ends or fibres can be dangerous because one of the accepted ways of distinguishing between different types of synthetic fibres is to burn them and smell them.

PP, as you doubtless well know, smells like burning asphalt; PA (nylon) like celery; PES (polyester) like

soot; and PE (polyethylene) like burning paraffin.

If much risk was involved in the process of sealing PP or any other synthetic rope, manufacturers and suppliers of it would doubtless warn you about it; otherwise you might not be alive to buy more rope.

Presumably they credit purchasers with enough sense not to do the job in, say, an ill-ventilated boatswain's store.

It might pay you in the long run to coat a few pots with a bitumastic composition and a few with Rustoleum. You would then find out which provides the best value for money.

"WE ARE having a new 25ft. coble built of larch for working salmon bag nets. She will be launched and hauled out every day over a wooden runway spiked on to a concrete slipway."

"Experience with previous boats indicates that quite a lot of work will have to be done at the end of a six months season to restore the bottom to a smooth, strong condition. Do you think that this could be avoided by sheathing the bottom with glassfibre?"

I think

PUT A STOP TO POT ROT

"I HAVE purchased some galvanised wire mesh netting and intend to make my own lobster pots."

"Can you recommend any compositions which will prolong the life of the wire as I believe it does not last long when in and out of salt water without some form of treatment?"

"The most cost-effective method of treating wire pots would be to dip them in a bath of hot tar at the beginning of each season."

If you have not got facilities for doing this, coats of whichever of their compositions is recommended for the purpose by Wailes Dove Bitumastic Ltd., Hebburn, Tyne and Wear, are likely to be effective.

Once treated a pot with a slatted steel base and steel bows with a composition called Rustoleum, which is obtainable from Arthur Westoby and Co. Ltd., 124 Boulevard, Hull.

I had an idea that, being based on fish oil, it might be more suitable for coating pots than any bitumen-based composition. I was never able to prove this theory, but the composition protected the steel admirably.

It might pay you in the long run to coat a few pots with a bitumastic composition and a few with Rustoleum. You would then find out which provides the best value for money.

Sheathing query

ed for a season or two, but that later you might have to carry out even more work than usual to keep the sheathing in satisfactory condition.

I guess that from an economic aspect it would be better to fit elm rubbing strips than GRP or any type of sheathing.

If any reader, with experience of working a sheathed boat in conditions similar to those you mention, contradicts this opinion, I will let you know what he has to say on the matter in a forthcoming

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Single Boat White Fish Trawls for "clean" or "hard" bottom with rubber discs and/or bobbin groundropes. As used by many boats from the Faroe Islands.

We have recently had the pleasure of delivering these nets to: m/v "Faithful II" and m/v "Uglevalde" of Peterhead, m/v "Xmas Star", m/v "Mythic" and m/v "Wistaria" of Fraserburgh, m/v "Gem" of Buckie.

Short Delivery Time! We also manufacture the well known IC Rectangular Midwatertrawls (or Square), Shrimptrawls, Pout Nets and Blackprutle Trawls.

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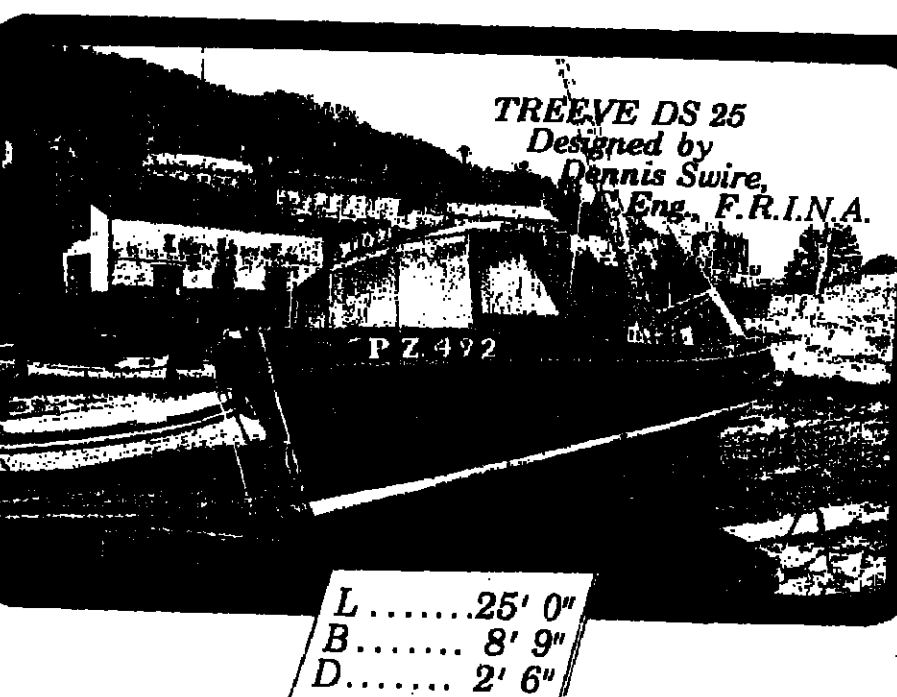
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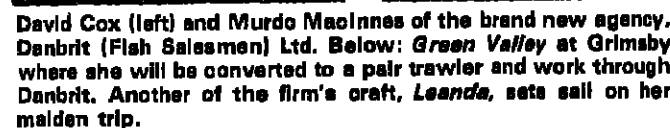


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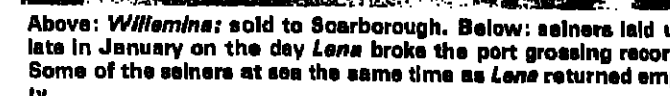
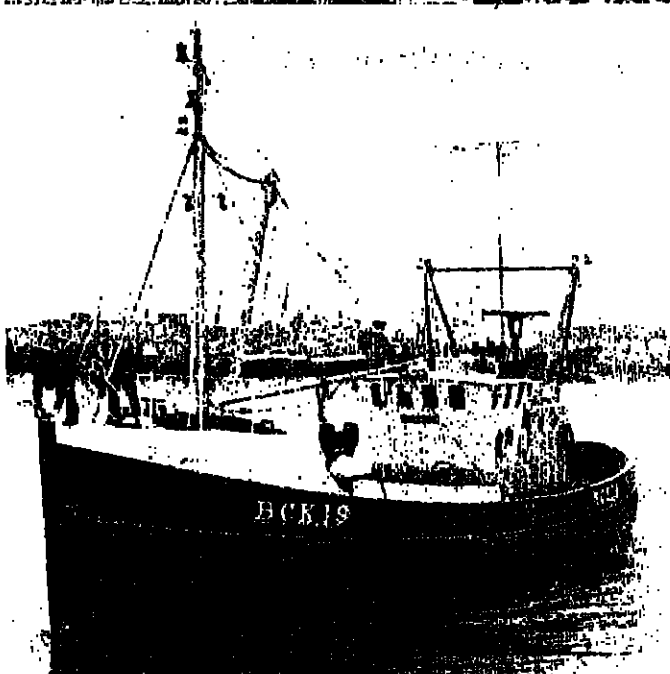
Finished vessels with Lister engine, from £7,985

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9



David Cox (left) and Murdo MacInnes of the brand new agency, Danbrit (Fish Salesmen) Ltd. Below: *Green Valley* at Grimsby where she will be converted to a pair trawler and work through Danbrit. Another of the firm's craft, *Leanda*, sets sail on her maiden trip.



17. **Answer: D** The patient is exhibiting signs of hypoxemia, which is a common complication of pneumonia. The patient's oxygen saturation is 90%, which is below the normal range of 95-100%. The patient's respiratory rate is 24 breaths per minute, which is slightly elevated. The patient's heart rate is 100 beats per minute, which is also slightly elevated. The patient's blood pressure is 120/80 mmHg, which is within the normal range. The patient's temperature is 38.5°C, which is slightly elevated. The patient's white blood cell count is 12,000/mm³, which is slightly elevated. The patient's chest X-ray shows consolidation in the right lower lung field. The patient's sputum culture is pending. The patient's arterial blood gas (ABG) shows a pH of 7.35, a partial pressure of oxygen (PO₂) of 80 mmHg, a partial pressure of carbon dioxide (PCO₂) of 40 mmHg, and a bicarbonate (HCO₃⁻) of 24 mmol/L. The patient's lactate is 2.0 mmol/L. The patient's procalcitonin is 0.5 ng/mL. The patient's C-reactive protein (CRP) is 10 mg/L. The patient's ferritin is 100 ng/mL. The patient's D-dimer is 0.5 μg/mL. The patient's fibrinogen is 3.5 g/L. The patient's fibrin degradation product (FDP) is 0.5 μg/mL. The patient's D-dimer is 0.5 μg/mL. The patient's fibrinogen is 3.5 g/L. The patient's fibrin degradation product (FDP) is 0.5 μg/mL.



Victor Chambers, *Fishing News* that he has chosen this layout because it is more efficient for trawling and provides better working

engines each develop at 1,500 rpm. Each engine drives a 415V, three-phase, 50-hp Stamford alternator at one end, and a Dow-

A further total of 2,200 gallons are carried in two wing tanks in the engineroom and there is a 200-gallon daily

some 20 ft. and its articulated design gives the power block considerable manoeuvrability.

An unusual feature is the small landing winch fitted on

One of the more unusual features of *Green Field*, and also of her sister-ship *Green Isle II*, is their Promac fish

Above: Green Field's Weema transducer and a chart recorder in the fishroom. E refrigeration system mounted

r SS220 sonar supplied by Mar
er will be added later. Below left
Below right: cooling coils for t
on the deckhead.

moni. A second
Promac flake
the fish room

Turn to page 1-1.

Minister hovers over Russian fleet

QUIETLY FISHING in the North Sea last week, Skipper Jacob Cole in the 55ft. Whitby trawler *Venus* landed a surprise catch...a cabinet minister, no less. Out on a fishery protection exercise with the Leander-class frigate HMS *Cleopatra*, John Silkin, Minister of Agriculture, Fisheries and Food, was among a Navy boarding party sent to check the gear on *Venus*. With Skipper Cole's nets all in order and some Navy whisky exchanged for a basket of fish, the boarding party came away happy.

The main purpose of Dutch, Belgian and Mr. Silkin's day aboard Danish trawlers made an appearance. Also on board *Cleopatra*, commanded by Captain John Webster, were Captain P. Dingemans, Commander-in-Charge of Fisheries Protection, and Peter Derham, Deputy Chief Inspector of Fisheries, MAF.

As the missile-carrying *Cleopatra* slid out of the Tyne, there were reports of 60 Russian trawlers in the area. Later, when the Minister flew by helicopter over the grounds, these reports appeared to have been wide of the mark. Only four Russians and the odd

could not have helped noticing the frustrating political conditions under which the protection fleet is operating.

Foreign Secretary, Anthony Crosland, had been telling Brussels that the Russian fleet is fishing illegally in British waters, but the Navy was still limited to routine checking of gear on Eastern bloc trawlers.

This kid-glove treatment was also apparent among the Navy

helicopter crews, reports *Fishing News* editor, Harry Barrett, who also flew from HMS *Cleopatra* over the grounds. Pilots were contenting themselves with one low sweep over the Russians so as not to embarrass them.

After explaining that there was no legal framework under which Soviet trawlers fishing with the correct gear could be arrested, Mr. Silkin was later able to report that this situation

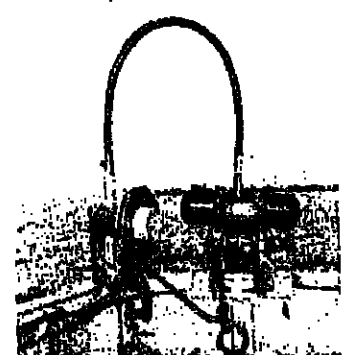
had been rectified. A message flashed to *Cleopatra* that an Order had been laid before Parliament which would mean that unlicensed vessels would have to leave the grounds came as Mr. Silkin was preparing to leave the ship.

Questioned as to whether this now meant that the Navy would immediately be warning off unlicensed vessels, Mr. Silkin indicated that the Russians in particular

would be given a period of grace now that the Soviet Union had opened talks with the EEC.

Since Jan. 13 Russian vessels have been boarded by the Navy. During all these boardings, Captain Dingemans said, they had had the utmost co-operation. By comparison, 21 boardings of French vessels during this period had produced 15 infringements of regulations.

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Right: the Minister of Agriculture, Fisheries and Food, John Silkin, being hoisted aboard the Whitby trawler *Venus*. After a routine check of her nets by a boarding party from HMS *Cleopatra*, Skipper Jacob Cole was able to tell the Minister all about foreign trawlers operating in the North Sea.



Right: the Minister being lowered into HMS *Cleopatra's* Gemini dinghy to join the boarding party put on the Whitby trawler *Venus*.

Left: *Fishing News* editor, Harry Barrett, prepares to be lifted off HMS *Cleopatra* for a run over the North Sea aboard a Sea King helicopter.



Above: ready for take-off. The Minister of Agriculture and Fisheries, John Silkin (right), prepares to fly over the North Sea grounds in *Cleopatra's* Sea King helicopter. On the left is Captain John Webster, commander of HMS *Cleopatra*. The Minister saw only a very limited part of the foreign fishing effort. Most of the Russian fleet was reported to have moved off to Shetland.

Right: a Royal Navy Sea King helicopter patrols the North Sea. Information is used to build up a pattern of fishing for the sea protection force to follow. Two Sea King helicopters flew out from Newcastle to rendezvous with *Cleopatra* on the day of the Minister's visit. Note 'save Britain's fish' sticker on pilot's helmet.

Green Field

From page nine

of ice from fresh water or seawater in 24 hours.

Production rate rises to 2.00 tons per 24 hours when the fishroom refrigeration circuit is not in use.

Aboard *Green Field* and *Green Isle II*, the fishroom is divided into two and the insulated forward section is arranged for refrigeration. The cooling coils are fitted on the deckhead and maintain the fish room temperature at just above freezing.

Fitted to one side, the ice plant is very compact and the ice it produces is always fresh and supercooled — even at the end of a fishing trip. The equipment will enable the vessels to make longer trips, if required, and yet still land fish commanding the best market prices.

Another important advantage is that they will not have to waste time queuing up to take delivery of ice in port. This applies particularly to their home port of Kilkeel, where it is only possible to get alongside the ice plant for about two hours around high tide. There is often a big queue of boats.

The equipment has been installed by Refrigeration

(Aberdeen) Ltd., a firm which has specialised in the installation of refrigeration equipment in the fishing industry for 20 years.

It has been proved that these Promac refrigeration and ice plants can pay for themselves within a couple of years.

The aluminium wheelhouse is fitted with a small island-type console on which is arranged the steering column and controls for engine, propeller and bow thruster.

Electronic equipment is arranged around the perimeter and, with the exception of the Wesmar sonar, is all of Decca supply.

Simrad fish finding aids from Decca include EQ echo sounder, CI Echo Scope, EX echo sounder, SQ sonar, CM sonar scope and MS Signal Processor. The Signal Processor is the first to be installed and is designed for use with the sonar to eliminate unwanted echoes from other vessels working nearby.

The EX echo sounder can be used for vertical sounding or for use with the net transducer.

Communications and navigation equipment includes 'Sailor' T122 R105 asb radio telephone, Simrad RW Watchkeeping, Decca

'Sailor' RT144 vhf radio telephone, Audix intercom system, and Decca 914A and Super 101 radars, 450 Automatic Pilot, Mk.12 Navigator and 350T Track Plotter.

Marconi has provided the Wesmar SS220 Computerised Scanning Sonar. Introduced by Western Marine Electronics of Seattle early in 1975, quite a number are in use in the UK. Its narrow sonar beam makes it an ideal unit for high definition of targets at close range.

Operating at a frequency of 160 kHz, it has a sounding range of from 150 to 3,000 ft. and a beam width of 8.5 degrees.

Green Field will shortly take delivery from Marconi of supplementary equipment for use with the SS220. This will include an additional transducer operating at a frequency of 60 kHz and, also, a chart recorder.

Marconi says that these two units will be the first to be installed in the UK and, together with the existing SS220, the equipment will be known as the SS240.

The low frequency transducer will give a sounding range up to 4,500 ft. and a greater beam width and, together with the high fre-

quency transducer, will give the equipment greater versatility.

Other equipment in the wheelhouse includes a Wynnstruments Mk. 3 straight-line window wiper, a large chart table, Tenford H115 steering gear and two Bostrom Viking 300 chairs. Morse controls for the winch are fitted against an aff-

acing window. A Farmarine net transducer winch is fitted on the stern gantry, while the transducers for both sonar sets are housed in the engine room.

A Francis searchlight is carried on the wheelhouse top and Chalmitt rubber-cased floodlights are fitted on the superstructure.

Accommodation is arranged on trawl deck level, below the shelter-deck, and includes a storeroom, w.c. compartment, washroom and shower, eight-berth cabin, single-berth cabin for the skipper, large messroom and separate galley.

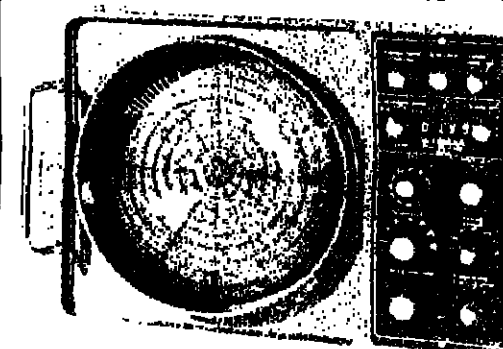
Equipment in the galley includes a Kenpsafe oil-fired cooker and small electric standby cooker. An electric locker is situated in a handy position in the after end of the accommodation.

Fire extinguishers are from Fire Appliance Industries

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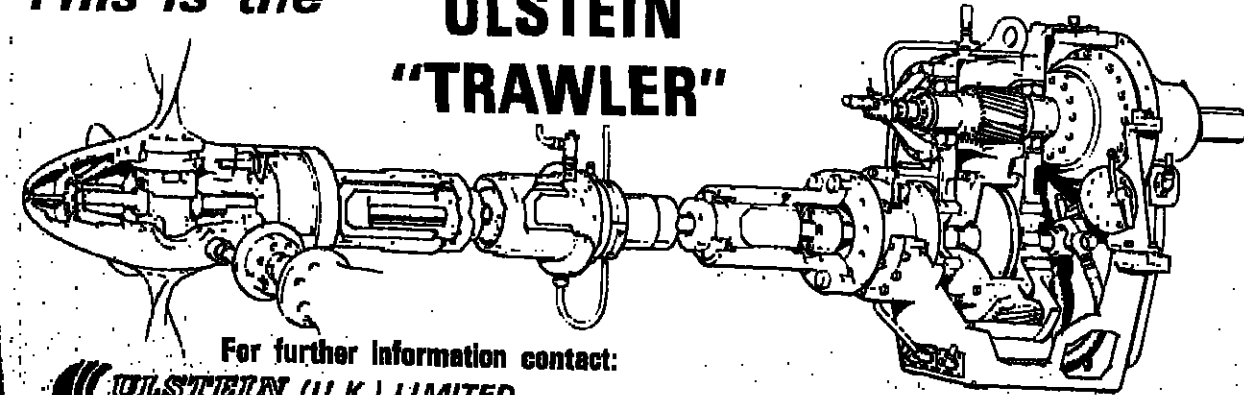
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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

£57,478: *Ross Revenge*, BUT (Sk. J. Meadows), 2290 kits, WS & NC, 27 days.

£41,062: *Lord Jellicoe*, BUT (Sk. M. Neave), 1,513k, WS & NC, 26 days.

£37,725: *Vianova*, BUT (Sk. W. A. E. Smith), 1,555k, WS & NC, 26 days.

£38,256: *Ross Renown*, BUT (Sk. E. St. Pierre), 1,423k, WS & NC, 26 days.

£31,829: *Gillingham* Consol (Sk. J. Lodes), 1,423k, WS & NC, 25 days.

Middle water

£19,078: *Ross Cheeta*, BUT (Sk. T. Ross), 944k, W, 17 days.

£18,849: *Ross Zebra*, BUT (Sk. P. McCarthy), 840k, W, 15 days.

£16,714: *Okino*, Taylor (Sk. J. McUrlich), 749k, W, 17 days.

£16,454: *Ross Civet*, BUT (Sk. A. Redpath), 568k, F, 16 days.

£15,531: *Osaka*, Taylor (Sk. P. Newby), 608k, F & W, 16 days.

North Sea

£3,301: *Lemberg*, Lindsey (Sk. H. Pexman), 312k, NS, 13 days.

Seiners

£3,816: *Suomaa*, Danbrit (Sk. M. Visholme), 217k, NS, 15 days.

£3,606: *Rosamine*, Chapman (Sk. V. Thomsen), 213k, NS, 15 days.

£3,012: *Vendelbo*, Chapman (Sk. J. Thomsen), 190k, NS, 17 days.

£3,532: *Edith Borum*, Danbrit (Sk. G. Hoban), 166k, NS, 15 days.

£4,930: *Nyborg*, Allard Hewson (Sk. L. Dam), 166k, NS, 17 days.

£4,719: *Limanda*, Richardson (Sk. H. Thomsen), 141k, NS, 12 days.

Pair teams

£15,433: *Jean Scott*, (Sk. P. Scott), 581k, and

£12,937: *Golden Venture*, (Sk. A. G. Pulfrey), 493k, both John R., NS, 16 days.

£12,926: *Athabasca*, (Sk. A. Albertschsen), 412k, and

£12,911: *Trendsetter*, (Sk. M. Jensen), 435k, both Danbrit, W, 19 days.

£9,757: *Anna Michelle*, (Sk. M. Josefsen), 315k, and

£8,845: *Sonia Jane*, (Sk. D. Bulay), 285k, both John R., NS, 14 days.

£2,754: *Leanda*, Danbrit (Sk. B. Nejrup), 85k, and

£2,004: *East Bank*, Sleight (Sk. J. Lee), 60k, both NS, 15 days.

Gill-nets

£245: *Wardley*, Consolidated (Sk. E. Lose), 7 kits, NS, 1 day.

HULL

£54,593: *Arctic Corsair*, Boyd (Sk. C. Pitts), 1,895k, NC, 24 days.

£53,353: *Ross Orion*, BUT (Sk. B. Boyce), 1,843k, WS, 28 days.

£38,718: *Lord St. Vincent*, BUT (Sk. A. Oaler), 1,349k, WS, 25 days.

£37,230: *St. Dominic*, Hamling (Sk. P. Greyburn), 1,356k, WS, 25 days.

£35,951: *Arctic Rebel*, Boyd (Sk. B. Hudson), 1,505k, WS, 24 days.

Seiners

£3,158: *Vikingsborg*, (Sk. N. P. Jensen), 130k.

£4,599: *Arnborg*, (Sk. J. E. Dam), 213k.

FLEETWOOD

White Sea

£40,005: *Boston Stirling*, Boston (Sk. W. Bridge), 1,546 kits, 26 days.

Greenland and Homewater

£30,936: *Luneda*, Marr (Sk. W. Reader), 1,201 kits, 19 days.

£27,078: *Jacinta*, Marr (Sk. G. Wignall), 1,014 kits, 19 days.

£22,576: *Gavina*, Marr (Sk. C. Scott), 876 kits, 19 days.

Homewater

£16,586: *Wyre Conqueror*, Wyre (Sk. W. Spearpoint), 614 kits, 18 days.

£11,842: *Wyre Defence*, Wyre (Sk. D. Reader), 561 kits, 15 days.

£10,754: *London Town*, Hewett (Sk. P. Weirman), 387 kits, 14 days.

£10,659: *Andrew Wilson*, Hazael (Sk. F. Thompson), 394 kits, 15 days.

£8,686: *Boston Sea Hawk*, Bloomfield (Sk. J. Brackenbury), 261 kits, 14 days.

£3,971: *Girl Doris*, Hewett (Sk. J. Delroy), 109 kits, 13 days.

£893: *Starbank*, Ward (Sk. R. Rowbotham), 39 kits, 14 days.

£754: *Susan Bird*, Bird (Sk. G. Wood), 29 kits, 14 days.

Pair Team

£32,060: *Navena*, Marr (Sk. B. Birley), 1,461 kits, and £28,154: *Armana*, Marr (Sk. V. Buschini), 1,248 kits, 18 days.

ABERDEEN

£33,013: *Ben Lui*, Irvin (Sk. T. Nelson), 1,186k, NC, 18 days.

£29,500: *Milwood*, John Wood (Sk. T. Taylor), 1,019k, F, 17 days.

£25,321: *Grampian*, Chiffon (Sk. R. Leiper), 1,073k, WS, 13 days.

£24,432: *Ben Brackie*, Irvin (Sk. W. Fry), 957k, BS, 21 days.

£16,598: *Ross Heron*, BUT (Sk. W. Gardiner), 772k, S, 13 days.

£15,287: *Ross Mallard*, BUT (Sk. E. Watt), 745k, S, 11 days.

LOWESTOFT

£14,802: *Suffolk Monarch*, Hobson (Sk. D. Smith), 672k, NS, 12 days.

£13,653: *Suffolk Chieftain*, Hobson (Sk. E. Brightly), 602k, NS, 12 days.

£11,847: *Constance Banks*, Hobson (Sk. D. Athorn), 599k, NS, 12 days.

£11,688: *St. David's*, East Coast (Sk. J. Harper), 486k, NS, 11 days.

£11,666: *Underley Queen*, Talieman (Sk. M. Reader), 531k, NS, 12 days.

£11,559: *Boston Sea Fury*, Boston (Sk. V. Crisp), 498k, NS, 12 days.

NORTH SHIELDS

£15,748: *Lindenlea*, 39,143kg, F, 16 days.

£15,527: *Ben Strome*, Irvin (Sk. E. Longhorne), 30,967kg, F, 15 days.

£14,426: *Ben Chourm*, Irvin (Sk. T. Jamieson), 36,961kg, F, 15 days.

£2,660: *Sedulous*, AF (Sk. R. McBain), 694kg, NS, 4 days.

£2,647: *Valhalla*, AF (Sk. R. Veitch), 4,980kg, NS, 4 days.

£2,033: *Starbank*, AF (Sk. E. Armstrong), 485kg, NS, 4 days.

MILFORD HAVEN

£4,295: *Picton Sea Eagle*, Norrard (Sk. R. Foster), 107 kits, 11 days.

£3,525: *Picton Sea Lion*, Norrard (Sk. T. Salter), 91 kits, 11 days.

£3,482: *Norrard Star*, Norrard (Sk. J. Manson), 86 kits, 13 days.

£3,315: *Bryher*, Norrard (Sk. A. James), 85 kits, 13 days.

GRANTON

£13,992: *Arctic Riever*, Liston (Sk. M. Acum), 762k, F, and NS, 16 days.

KEY: 1 Iceland; F Faroe Islands; W Western Isles; B1 Bear Island; NS North Sea; WS White Sea; NC Norway Coast; HW Homewater; 18 Irish Sea; S Shetland; WC West Coast; Sk Skipper; k kits; o owt; kg kilo.

heads on: shelf cod, £30/£33.80 (average £31.40); shelf codling, £24.15/£34.30 (average £29.25); shelf haddock, £25/£33.75 (average £29.25); cod, £18.90/£20.25 (average £19.50); bergylta, £15.75/£19.75 (average £16.80). No distant water plaice halibut bulk codstuffs or bulk haddock.

FLEETWOOD

Prices: turbot, £16; cod, £30/£40; haddock, £35/£40; codling, £19/£24; ling, £24; coalfish, £10/£22; roker, £17/£41; monkfish, £32; plaice, £28/£38; whiting, £22/£27; hake, £70/£97; per 10 stone.

LOWESTOFT

Prices: cod, £28/£24; large and medium plaice, £22; small, £24/£22; codling, £20/£24; large haddock, £37/£35; small, £38/£20; large turbot, £175/£140; small, £61/£55; whiting, £21; sole, £201/£160; lemon sole, £35/£60; slaps, £185/£160; brill, £45/£38; dabs, £28/£16; coalfish, £26/£24; per 10st. kit.

HULL

2,725 kits from two distant water vessels. Price range per 10st kit, all per 10st. kit.

BILLINGS GATE

ON TUESDAY, 168 tons were delivered. Average selling prices on merchants' stalls: salmon (English), £2.75/£3; sales, £2.75/£3; monkfish, £2.50/£3; all per box, lemon sole, £3.50/£4.40; plaice, £2.80/£3.50; whiting, £1.75/£2; skate, £2.50/£3.50; per stone; herring, 1,000 units, £20/£25, all home market, landed by (charge).

over 3lb., 30p/40p; under 3lb., 25p/30p; small 12p; per lb. oysters, £1.22, per 100 scallops, £3.10, £1.30; monkfish, £1.50/£2.20; monkfish, £1.50/£2.20; coalfish, £1.30/£1.70; skate, £2.50/£3.50; per stone; haddock, £1.40/£1.80; all per lb.

PAKED FISH

over 3lb., 30p/40p; under 3lb., 25p/30p; small 12p; per lb. oysters, £1.22, per 100 scallops, £3.10, £1.30; monkfish, £1.50/£2.20; monkfish, £1.50/£2.20; coalfish, £1.30/£1.70; skate, £2.50/£3.50; per stone; haddock, £1.40/£1.80; all per lb.

SHALLOW FISH

Selected lobster, £4.10/£4.20; unsorted, £3.80; per lb; large crabs

£1.50/£1.80; small, £2.10/£3.50; large, £1.70/£3.50; medium, £1.90/£2.20; small, £1.80/£2.10; selected lemon sole, £2.80/£3.50; headless cod, £2.40; shelf cod fillet, £7.50/£8; bulk, £6.40/£7.40; coalfish, £3.50/£4.20; haddock, £3.50/£4.20; golden cutlets, £6.80; kippers, £4.50/£5; selected, £4.75; per stone; smoked foreign side salmon, £3, per lb.

RETAIL PRICES

AVERAGE national retail prices on Tuesday, February 15, as supplied by the National Federation of Fishmongers, are: of fillet, 80p, down 1p; haddock fillet, 81p, down 1p; coalfish fillet, 81p, down 2p; plaice fillet, 81p, down 2p; mackerel, 28p, down 1p; sprats, 27p; herring, 40p, down 1p; kipper, 51p, up 1p; skate fillet, 68p, down 7p, 2c per lb.

WEDNESDAY FEBRUARY 9

Stormy: two drifters, seven tonnes; five trawlers, 70 tonnes; homemarket, 22 tonnes at £15/£17.70; klondyking, 55 tonnes at £15/£17.50; uniform to very mixed in size, 300/350 per 50kg; Ultrapool: eight trawlers, 80 tonnes; homemarket at £14/£15.20; very mixed in size, 380/600 per 50kg. Mollie: one ringer, seven tonnes; klondyking at £16.30; slightly mixed in size, 380/600 per 50kg. *Fraserburgh*: one purser, 73 tonnes; homemarket at £20.10/£20.80; slightly mixed in size. Spent, 340 per 50kg.

THURSDAY, FEBRUARY 10

Ultrapool: five trawlers, 13 tonnes; homemarket at £14.40; mostly smalls, 500/600 per 50kg. *Ultrapool*: two trawlers, 13 tonnes; homemarket at £10/£18; slightly mixed to very mixed in size, 380/600 per 50kg. *Fraserburgh*: two trawlers, 44 tonnes; homemarket at £14.40/£17.20; slightly mixed to very mixed in size, 380/600 per 50kg. *Lerwick*: two trawlers, 46 tonnes; homemarket at £14.40/£17.20; slightly mixed to very mixed in size, 380/600 per 50kg. *Lerwick*: two trawlers, 104 tonnes; homemarket at £16; klondyking 86 at £16; slightly mixed in size, 220 per 50kg. *Fraserburgh*: two trawlers, 101 tonnes; homemarket at £18.40/£20.80. Slightly mixed in size 330/370 per 50kg.

FRIDAY, FEBRUARY 11

Ultrapool: six trawlers, 26 tonnes; homemarket at £16.00/£19.50; slightly mixed to very mixed; 380/600 per 50kg. *Lerwick*: three trawlers, 180 tonnes; homemarket, 30 tonnes at £16.00; klondyking

BRIXHAM

Prices: large plaice, £1.80; medium, £3.50; turbot, £16; small whiting, £1.20; large, £2.50; lemon sole, £7; Dover Sole, £20; brill, £8.50; conger, £3.60; squid, £8.80; monkfish, £9.20; roker, £5; dabs, £1.20/£3.20; slaps, £14.80; per stone. Scallop, £1.30 per dozen.

NORTH SHIELDS

Prices: cod and sprags, £25/£19.70; small codling, £20; small haddock, £20; lemon sole, £27; plaice, £22; whiting, £18; round whiting, £7; all per 50kg.

EYEMOUTH

Prices: small haddock, £13/£18; best small, £17/£19; medium, £19; large, £19.40/£20.60; small whiting, £12/£17.50; medium, £15.50/£17; small codling, £19/£20; best small, £21/£23; medium, £23; large, £21/£26; monkfish, £15 per box; small plaice, £12/£18; medium, £15/£17; crabs, £8, per 4st box; lobster, £2.15, per lb.

FRASERBURGH

2,000 boxes from 32 boats. Prices: whiting, £5/£14; haddock,

Salmon men fight new net rules

A NORWEGIAN fish firm has won its appeal to change a cold store in Anderson Street, Inverness, into a fish processing plant.

The firm, Norfish (Scotland) Ltd., had been refused permission to make the change by the Highland Regional Council.

A public inquiry was held last October and the Scottish Secretary, Bruce Millan, accepted the recommendation of the Regional Council, that the appeal be sustained and that permission be granted subject to certain conditions.

One of the conditions is that a surface area be provided for fish lorries with hoses and drainage facilities.

It was also laid down that details of the proposed sewerage and drainage services be submitted, either to the Regional Council, or the Secretary of State, on appeal.

The Secretary of State also stated that the development "should not include any permission for further processing on the site of offal, or waste materials, or any other

These reduce the depth of nets from 60 to 30 meshes and increase the licence fee from £3 to £50.

Penal

The new regulations are claimed to be for conservation purposes, but fishermen say the nets are not harming stocks and that 9,000 salmon had gone through the official pass on the river in the past 12 months. They say the £50 fee for a licence is penal.

The fishermen want a licence fee of £60 for those using nets 1,500 yards in length; £30 for 800 yards; £20 for 400 yards and £10 for 200 yards or under.

So far, their complaints have brought no response and they have now threatened to break the new regulations.

Local members of parliament are also to raise the matter with the Department of Agriculture and Fisheries.

SATURDAY, FEBRUARY 11

Stormy: one drifter, 10 tonnes; four trawlers, 29 tonnes; homemarket at £18.00/£20.80; slightly mixed in size, 380/600 per 50kg. *Fraserburgh*: one purser, 24 tonnes; homemarket at £16. Slightly mixed in size, 320 per 50kg.

MONDAY, FEBRUARY 12

Stormy: one drifter, 10 tonnes; four trawlers, 29 tonnes; homemarket at £18.00/£20.80; slightly mixed in size, 380/600 per 50kg. *Fraserburgh*: one purser, 24 tonnes; homemarket at £16. Slightly mixed in size, 320 per 50kg.

TUESDAY, FEBRUARY 13

Stormy: one drifter, 10 tonnes; four trawlers, 29 tonnes; homemarket at £18.00/£20.80; slightly mixed in size, 380/600 per 50kg. *Fraserburgh*: one purser, 24 tonnes; homemarket at £16. Slightly mixed in size, 320 per 50kg.

WEDNESDAY, FEBRUARY 14

Stormy: one drifter, 10 tonnes; four trawlers, 29 tonnes; homemarket at £18.00/£20.80; slightly mixed in size, 380/600 per 50kg. *Fraserburgh*: one purser, 24 tonnes; homemarket at £16. Slightly mixed in size, 320 per 50kg.

THURSDAY, FEBRUARY 15

Stormy: one drifter, 10 tonnes; four trawlers, 29 tonnes; homemarket at £18.00/£20.80; slightly mixed in size, 380/600 per 50kg. *Fraserburgh*: one purser, 24 tonnes; homemarket at £16. Slightly mixed in size, 320 per 50kg.

FRIDAY, FEBRUARY 16

Stormy: one drifter, 10 tonnes; four trawlers, 29 tonnes; homemarket at £18.00/£20.80; slightly mixed in size, 380/600 per 50kg. *Fraserburgh*: one purser, 24 tonnes; homemarket at £16. Slightly mixed in size, 320 per 50kg.

SATURDAY, FEBRUARY 17

Stormy: one drifter, 10 tonnes; four trawlers, 29 tonnes; homemarket at £18.00/£20.80; slightly mixed in size, 380/600 per 50kg. *Fraserburgh*: one purser, 24 tonnes; homemarket at £16. Slightly mixed in size, 320 per 50kg.

SUNDAY, FEBRUARY 18

Stormy: one drifter, 10 tonnes; four trawlers, 29 tonnes; homemarket at £18.00/£20.80; slightly mixed in size, 380/600 per 50kg. *Fraserburgh*: one purser, 24 tonnes; homemarket at £16. Slightly mixed in size, 320 per 50kg.

